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OXC 0017-68

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This document contains information
referring to Project ONCART

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NRO review(s) completed.

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Approved For Release 2004/12/15 : CIA-RDP71B00399R000600090007-8

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5 February 1968

MEMORANDUM FOR: Deputy for Materiel, OSA
Comptroller, OSA

SUBJECT: Retention of Aircraft 124 through 31 May 1968

1. The attachment provides a projection of sorties/flying hours available versus sorties/flying hours required during the period 15 April 1968-30 June 1968. This projection is based on the assumption the Deployed Task Force has been redeployed [] with the following:

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a. Five J-58 operationally-ready A-12 aircraft (one additional aircraft will remain in hangar storage [])

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b. One trainer A-12 aircraft.

c. Six operationally-ready Project pilots.

25X1

25X1

d. [] maintenance capability to deliver five sorties/month per available operationally-ready aircraft with an average sortie length of 2.5 hrs/sortie. This sortie rate is based on actual flying activity [] since deployment of the OXCART in May 1967, and it is considered to be a valid planning factor through June 1968.

2. Following is the desired and minimum A-12 sortie rate per month for each operationally-ready Project pilot:

	<u>DESIRED</u>	<u>MINIMUM ACCEPTABLE</u>
Sorties/Month	6	4
Average Sortie Length	2:30	2:30

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3. Notwithstanding Paragraph 6 of DNRO Decision No. 19, January 1968, the dual-seat J-75 equipped trainer will be required through 31 May 1968 to maintain proficiency and operational readiness for Project pilots. The trainer is required through at least 31 May 1968 to provide following mandatory flying/training. This flying training can only be conducted in the two-seat trainer and will be accelerated as necessary to insure proficiency and operational readiness through 30 June 1968:

- a. Instrument checks
- b. Standardization checks
- c. Night air refueling/proficiency

4. Operational pilot sortie/flying hour requirements will be augmented as necessary in the assigned F-101 aircraft.


5. In view of hangar storage of one operational aircraft, request necessary reclama action be initiated through DNRO to retain Aircraft 124 through 31 May 1968.



Deputy for Operations, OSA

25X

ATTACHMENT:
as stated

25X1 OXC/O/OSA 
#1 - D/M/OSA
#2 - Compt/OSA
#3 - OXC/O/OSA
#4 - D/O/OSA
#5 - RB/OSA
#6 - Chrono

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ATTACHMENT

FLYING HOUR PROJECTION

1. Following is a projection of flying hours available/required for period 15 April to 30 June 1968:

a. <u>AVAILABLE:</u>	<u>Sorties</u>	<u>Flying Hours</u>
(1) Five A-12 aircraft at 12.5 hours per month (2.5 hours per sortie)	25	62:30
(2) One J-75 equipped trainer at 15 hours per month (1.5 hours per sortie)	<u>10</u>	<u>15:00</u>
75-DAY PERIOD TOTAL	88	193:45
b. <u>REQUIRED (MINIMUM ACCEPTABLE):</u>		
(1) A-12 Flying - operational or training (Six operationally-ready pilots at 4 sorties per month--2.5 hrs per sortie)	24	60:00
(2) A-12 Flying Training in Trainer (Six operationally-ready pilots at 1-1/2 sorties/month)	<u>9</u>	<u>13:30</u>
75-DAY PERIOD TOTAL	83	183:45

RECAPITULATION:

2-1/2 Month Total Available	88	193:45
2-1/2 Month Total Required (Minimum)	83	183:45

- NOTE: 1. "Available" computation is well within planning parameters outlined in Paragraph 7, DNRO Decision No. 19.
2. Trainer utilization to increase slightly in May to complete pilots' night requirements, instrument and standardization checks prior to phase-out of OXCART on 30 June 1968